

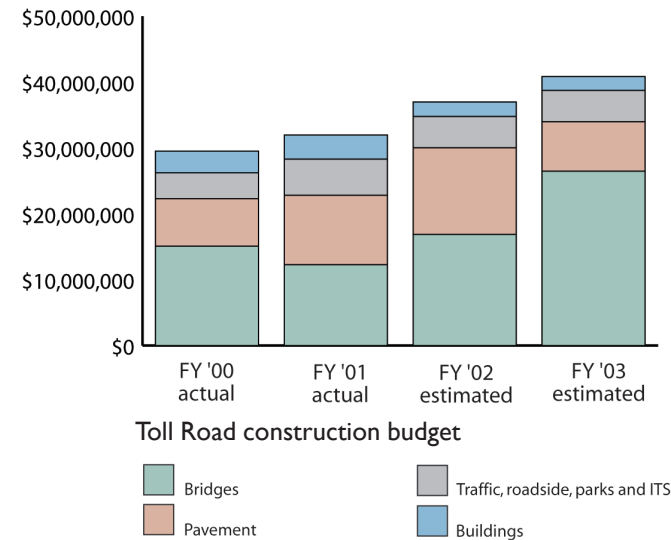
# Indiana Toll Road

## History

In 1951, the Indiana General Assembly passed legislation creating the Indiana Toll Road Commission. Construction was completed, and the Toll Road opened to traffic in late 1956. In 1985, subsequent legislation authorized the Toll Finance Authority to enter into contracts or leases with the Department of Highways (now INDOT) for the operation of all toll road and toll bridge projects.

As it is structured today, the Indiana Toll Road is operated and maintained by the INDOT, by the Toll Road District. The Toll Road District's Administration Office is located in Granger. The Toll Road District is responsible for construction, maintenance, repair and operation of the Indiana Toll Road (I-80/90) projects within Indiana. It is charged with formulating, developing and recommending a continuing long-range toll road plan and short-term improvement programs. It is also responsible for communicating planning information to the public, interested agencies and organizations.

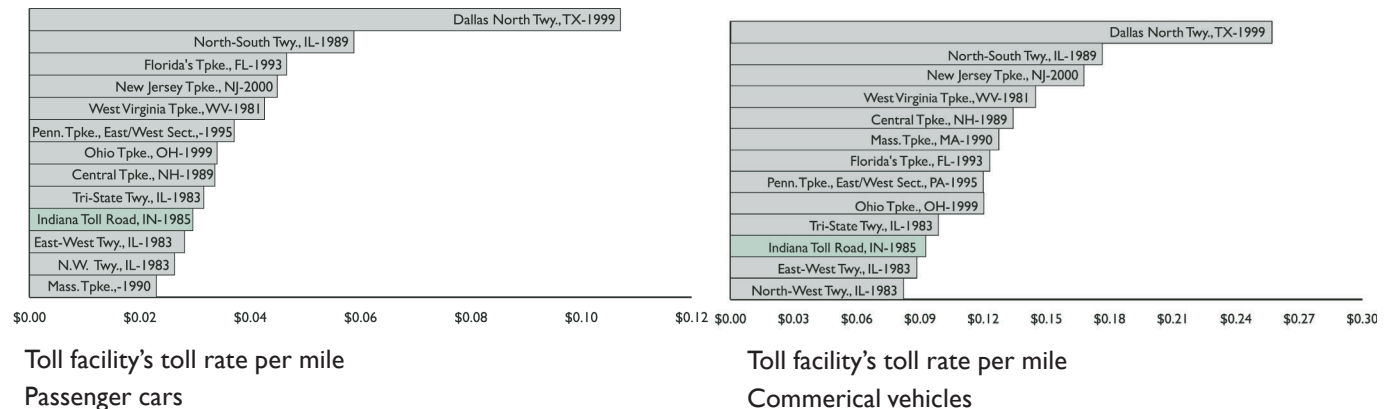
The graph at the top right shows the Toll Road's actual and estimated construction budgets for FY 2000 through 2003.



Source: INDOT's Toll Road

## Toll Rate Comparisons

The following charts compare Indiana Toll Road rates per-mile with similar toll facilities throughout the United States. The name of the toll road or turnpike and the year in which the last toll rate adjustment was made is included.



## Toll Road Operation and Toll Collection



*It's business as usual as a toll is collected on the Indiana Toll Road.*

The Toll Road is responsible for the following services:

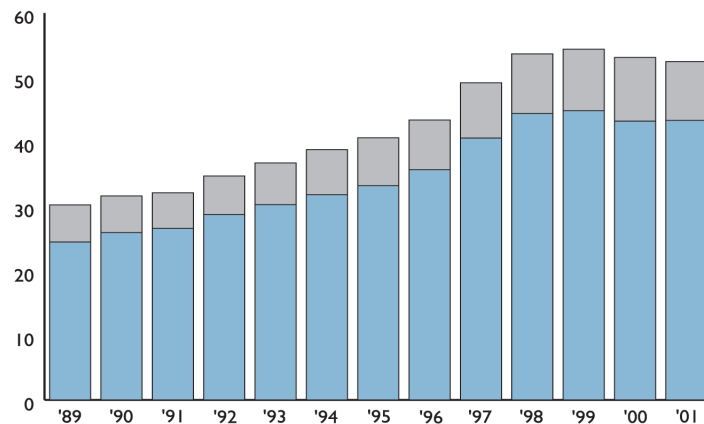
- ◆ toll collections
- ◆ road operation
- ◆ administration
- ◆ toll road management

At maximum capacity, the Toll Road District employs 281 full-time toll attendants and 55 intermittent employees to staff its toll plazas year round, 24 hours per day.

Recently, Toll Road employees designed and constructed new toll collection equipment for its 21 toll plazas. A team of employees worked to construct the machines out of parts that would easily be repaired and maintained by INDOT employees. Between the production and the installation of the machines, this in-house project saved the state \$8.3 million more than the previous system.

## Commercial vs. Passenger Vehicles on Toll Road

While the number of passenger and commercial vehicles using the Toll Road has increased in the past 10 years, that number held steady between 1998 and 2001. The chart and graph below show the number of vehicles on the toll road each year, including a comparison between commercial and passenger vehicle traffic.



Number of vehicles using the Toll Road per fiscal year  
(in millions)

Source: INDOT's Toll Road District

### Year To Date Traffic on Toll Road (1989-2001)

	Passenger	Commercial	Total
1989	24,487,100	5,746,600	30,233,700
1990	25,949,700	5,688,800	31,638,500
1991	26,612,800	5,507,000	32,119,800
1992	28,737,000	5,989,200	34,726,200
1993	30,276,400	6,476,600	36,753,000
1994	31,810,700	6,997,200	38,807,900
1995	33,225,900	7,428,300	40,654,200
1996	35,691,974	7,703,266	43,395,240
1997	40,607,290	8,562,107	49,169,397
1998	44,412,700	9,251,600	53,664,300
1999	44,842,400	9,543,300	54,385,700
2000	43,243,500	9,863,000	53,106,500
2001	43,343,900	9,114,200	52,458,100